

I CLAIM:

1. A magnet motor of an electric vehicle, comprising a whole rotator, an electric magnet pole module, and a circuit control unit, wherein; the whole rotator, has constructed with a circular disc housing structure, having more than one set equal angle of the perpetual magnets, the circular disc housing acts as a turning disc for turning; at the center part, a center axle is provided to pass through a through hole, and both sides of the through hole, an axle bearing is provided separately, along an outer ring of the turning disc, a ring recess is drilled with a round inner cavity; a conductive magnet board is mounted on and left with an appropriate depth, the conductive magnet board on its equal angle location is drilled with plurality of a bore hole uprightly to the main housing of the turning disc and become a blind hole, and the internal screws threads are mounted separately, on the conductive magnet board, more than one set N poles and S poles of perpetual magnets are mounted, which in the array manner of adjacent opposite poles and correspondent to the poles, a pressing board is pressed in between two opposite pole magnets, and a stud will pass through a through hole of the pressing board and screw to the internal screw thread of the turning disc, and a perpetual magnet is fastened, the perpetual magnets are

divided into a N pole and a S pole, which the shape of both sides is in parallel, shapes of the top and bottom are coincided with the ring recess, and the lateral shape is from the top downwards to the decline of an exact slant side, and the shape of the N pole magnet and the size of the thickness are larger than the S pole magnet, and the shape of the pressing board is like a fan, shapes of the top and bottom are coincided with the ring recess, and both sides of the left and right are closed with shapes of both opposite pole magnets; the lateral shape is from the top downwards to the decline of an opposite slant side, at the pressing boards are set to press each magnet, the whole ring recess will be totally filled up, and on the lower part of each magnet, and the shape on the same side of the symmetry line, a site probe hole is provided to pass through the turning disc, and a N pole probe hole and a S pole probe hole are separately arrayed on the different of the concentric circles, and the length of each site probe hole is started from the edge of the extension line of the perpetual magnet and finished before the symmetry line of the perpetual magnet, and an electric magnet pole module is a combination with plurality of magnet pole coils generates magnet poles, the magnet pole coil is mainly comprised with the combination of a high conductive magnet ceramic or a high conductive

silicone steel piece of a conductive magnet coil seat, and the shape of
an end portion the conductive magnet coil seats is retracted towards to
the center; a seat housing, a screw hole is provided, and then again, the
conductive coil seat in the same direction is wrapped with a varnish
cover thread and become a magnet pole coil, and the magnet pole coil
with the same plurality of the perpetual magnet, having an equal angles
are mounted with a shell housing, and letting each magnet pole is
precisely corresponding to the perpetual magnet, the shell housing is
round cover housing, and is provided with the cover protection of the
whole rotator, and the magnet pole coils are screwed mounting and also
fixed at the support, and a circuit control unit, comprises a site sensor
and a circuit controller, wherein, the site sensor has two units, which are
located separately at a site probe hole, and set in array to form into two
concentric circles in front. When the site sensor is in face of the
geometry center of the site probe hole, the magnet pole coil will face to
the perpetual magnet, and the loops of the site sensor and the magnet
pole coil are all connected to the circuit controller.

2. The magnet motor of an electric vehicle of claim 1, comprising a whole
rotator, an electric magnet pole module, and a circuit control unit,
wherein: when the site sensor is in face of the N pole site probe hole,

the upper part and the magnet pole coil that face to the perpetual magnet will become the N pole perpetual magnet, at the same time, when the site sensor is in face of the S pole site probe hole, the upper part and the magnet pole coil that face to the perpetual magnet will become the S pole perpetual magnet, as the motor current is switched on, the circuit controller will be given out a weak voltage, allowing the magnet pole coil to generate the magnetic polarity, and the opposite pole of the perpetual magnet will approach to get the position, while the whole rotator is being got the position, when the electric door is switched on, it will transmit the normal working voltage, if the site sensor detects the present front is the N pole magnet, at this instance; the front of the magnet pole coil of all N poles will generate magnetic N poles, meanwhile, the front of the magnet pole coil of the S pole magnets will generate magnetic S poles, allowing the magnetism of the magnet pole coil and the perpetual magnet are inter repelling, and drive the whole rotator in turning, when the site sensor is exceeding the site probe hole range, the circuit controller will stop supply voltage to each magnet pole coil, using the magnetism residue of the utmost coil can attract the whole rotator for continuous turning, when the site sensor is entered into the site probe hole range, detects the nearby perpetual

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magnet as a the S pole magnet, the circuit controller will then push the reverse voltage away to each pole magnet coil, due to the relation in voltage delay, at this instance, the magnetism of the magnet pole coil has still not yet completed, and as long as the perpetual magnet reaches to the front of the magnet pole coil, then all S pole magnets to the front of magnet pole coils will generate the electromagnetism of their polarities, and all N pole magnets to the front of magnet pole coils will generate magnetic N poles, and as both are under inter repelling, the whole rotator shall be in continuous turning again, and under the condition of polarities of magnet pole coils are interchangeable and inter action with perpetual magnets, the whole rotator shall be in continuously action and increasingly it turning velocity, and when the turning velocity is being reached to a certain velocity of the whole rotator, the circuit controller will instruct one of site sensors to stop work, and if only the N pole site sensor is working, the N pole perpetual magnet will come close, and only then the supply voltage of the magnet pole coil is relative to the N pole magnet, as to push away the N pole magnet to facilitate turning, and while the electric door is switched off, the circuit controller will stop supply the normal working voltage, and transmits a micron fixed voltage of the same poles, which

attracts the opposite pole of the perpetual magnet coming close to set the position.

3. The magnet motor of an electric vehicle, comprising a whole rotator, an electric magnet pole module, and a circuit control unit, wherein the whole rotator is located at the bicycle wheel case, at least one set N pole and S pole of a perpetual magnet is in equal angle arrayed method onto a conductive magnet board of the wheel case, and a pressing board is mounted on the conductive magnet board, and on the upper part of each magnet and the shape on the same side of the symmetry line, a N pole and a S pole of a site probe hole are provided to pass through the wheel case, and are separately arrayed on the different of the concentric circles, and the length of each site probe hole is started from the side of the extension line of the perpetual magnet and finished before the symmetry line of the perpetual magnet, and as to increase power, both sides of the wheel case, a set of an electromagnet pole module is separately mounted, and a wheel axle center that pass through the electromagnet pole module of a shell housing, a screw nut is fastened at both ends, and the bolt seat is protruded out from a support, in which a bolt can pass through and screw on the shell housing circuit controller controls all current directions of a site sensor

and the electromagnet pole module, and the structure can mount either with a front or a rear wheel, all loops of the site sensor and the electromagnet pole module are connected back to the circuit controller.

4. The magnet motor of an electric vehicle, comprising a whole rotator, an electric magnet pole module, and a circuit control unit, wherein the whole rotator and electromagnet pole module are located at the motorcycle wheel case, in the wheel case, a wheel drum center is divided into two half portions, and the inner face of the wheel drum, a good resistant material of a friction face is provided, and the clutch is mounted with a whole rotator, and near one side of the wheel drum, which is placed into the wheel drum, and at wheel axle center will follow the sequences pass through a support, an electromagnet pole module of a shell housing, the whole rotator, the centrifugal clutch, the wheel drum, the triggering apparatus, and both ends of the support are fastened with screw nuts, and the bolt seat is protruded out from a support, in which a bolt can pass through and screw on the shell housing, and all loops of the site sensor and the electromagnet pole module are connected back to the circuit controller.
5. The magnet motor of an electric vehicle of claim 3, wherein the triggering apparatus can either be a plate type or a drum type.

6. The magnet motor of an electric vehicle of claim 3, wherein, a clutch, both axles center of a wheel case and a whole rotator are placed in a biased method, and an inner ring of a wheel drum of the wheel case, a parallel gear is provided, and at the end structure of the axle center of the whole rotator, a transmission clutch gear is disposed, which is exactly coupled with an internal side of the parallel gear and a transmission gear, a plurality of dent holes is provided, the dent hole shape is formed into a small arc and a large arc, and a cutting thread is mounted over and the dent holes are placed in with a spring and a round lock.
7. A magnet motor of an electric vehicle, comprising a whole rotator, an electric magnet pole module, and a circuit control unit, wherein the whole rotator and the electromagnet pole module are separately located at its internal and external layers of the internal shell. It comprises an inner shell, a rotating axle, both ends of the rotating axle, a stop push axle bearing is provided, and on the internal shell, a peak pin is disposed; in which both ends are separately set in the position of the rotating axle and it can be a free rotation, and at the center of the rotating axle, a perpetual magnet ring is provided, and having the inter-repelling function with the same pole magnet of an internal shell

extended housing, and on the rotating axle, at least one set of the whole rotator is provided. On the other both faces of the whole rotator, a perpetual magnet is disposed individually, at least one set of the electromagnet pole module is constructed at the internal shell extended housing and become a relative site to the perpetual magnet. The magnet pole coil adjacent, it conductive magnet coil seat can form into a body, and all loop of the site sensor and the electromagnet pole module are connected back to the circuit controller, and an active gear has constructed at the rotating axle end, which is engaged with a passive gear of a transmitting axle, and an external shell, an internal shell is placed in the external shell and maintained a clear clearance, and the coolant will flow into one end, and flow out from the other end.

8. The magnet motor of an electric vehicle of claim 5, wherein; the outer part of the external shell has been covered with an insulation material, as to maintain the temperature and prevent to loss it easily.